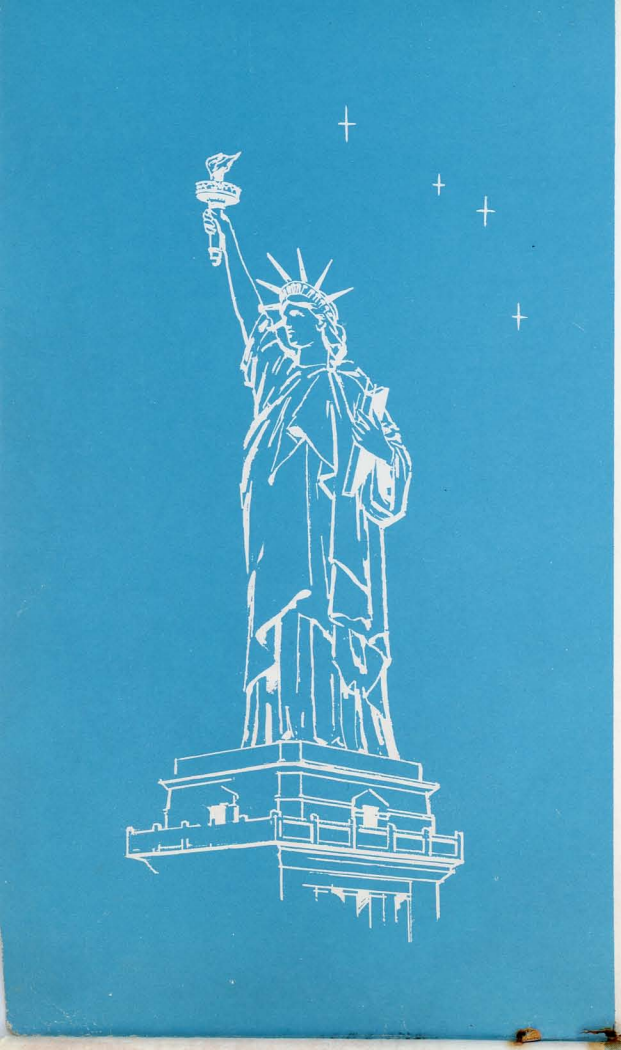
58

RAMBLER AMERICAN

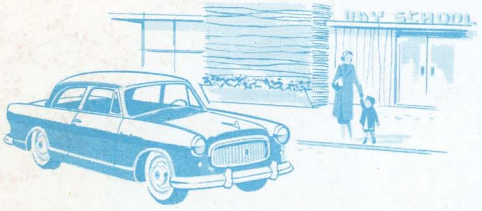
DATA BOOK



TODAY'S OPPORTUNITY...

Just as the beloved Statue of Liberty symbolizes our land of opportunity, the new Rambler American symbolizes the unique opportunity within the grasp of every American Motors salesman. For this newest addition to the American Motors family of compact and small cars further strengthens the status of American Motors as the only company positioned to fully capitalize on the growing opportunities in the changing American car market.

The Rambler American is a unique automobile differing greatly in basic concept and actual design from the usual sterotyped passenger cars built in the United States. For this reason, product knowledge will be an unusually important factor in the sales of this car. This book contains this vital information in simple and concise form. Not only should every salesman be familiar with the details herein, but he should also have a grasp of the basic product concepts involved. With this background of knowledge, he should then be in position to qualify prospects and determine whether the American or one of the other American Motors automobiles is most nearly suited to the buyer's requirements.



THE RAMBLER STORY

The first Rambler was produced in 1902 at the beginning of that legendary era in which the fabulous automotive industry grew from a lusty infant into a colossal giant of unprecedented proportions. The little one-cylinder Rambler quickly established an outstanding reputation for reliability and advanced design far beyond its time.

In 1950, the Rambler name again appeared on an entirely new compact car with a 100″ wheelbase which was destined to anticipate the change in the car market that has recently startled industry observers and caught other carmakers completely by surprise. As public acceptance of the Rambler's compact concept gained momentum, it was necessary to expand production facilities and to broaden the product line by introducing in 1954 a four-door Rambler on a 108″ wheelbase. This product package, combining the fuel economy and handling ease of small European cars with the roominess and luxury of big American cars, proved to be the outstanding automotive success story of the last three decades.

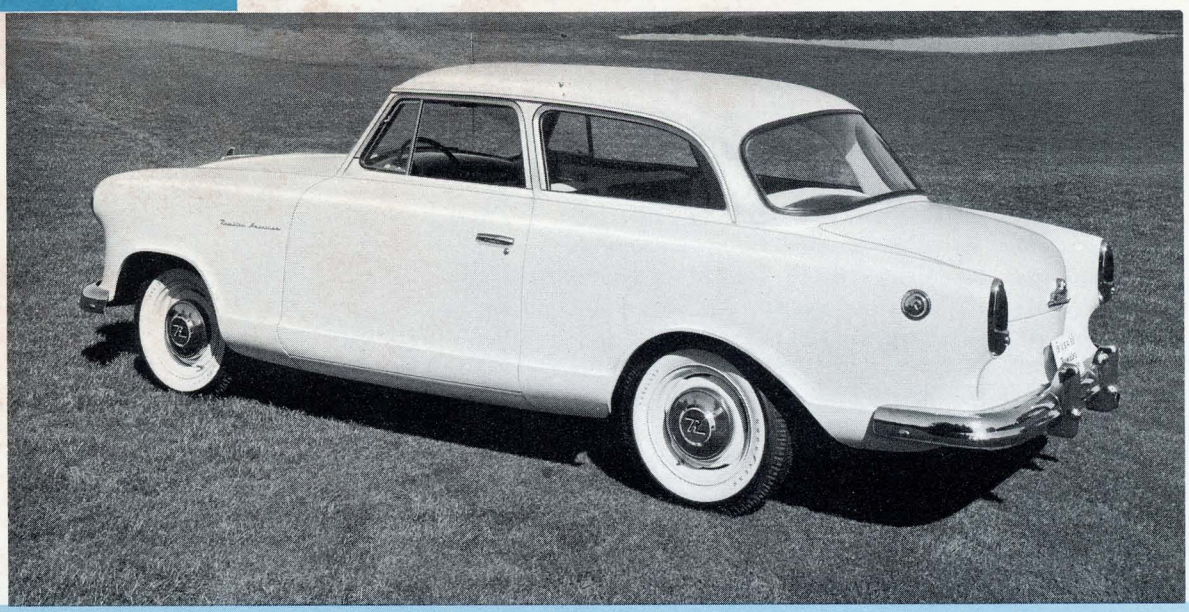
However, the rapidly growing market for small and compact cars brought demands from the motoring public, fleet operators, and dealers to again offer a car with a 100″ wheelbase. The Rambler American is the answer to that demand and it gives American Motors complete coverage of a new market that is causing a revolution in the industry.

MODEL 5806-1

TWO-DOOR CLUB SEDAN, SUPER

MODEL 5806

TWO-DOOR CLUB SEDAN, DELUXE



The simple proportions of the Rambler American are unbroken by meaningless ornamentation. From the wide doors with extruded aluminum window frames to the sweeping new rear fender openings, the American presents a perfect picture of classic simplicity. Built in one body style, the Rambler American is available in two quality models which differ only in the inclusion of certain comfort and convenience items in the Super model.

STYLING

The functional styling of the Rambler American clearly expresses the fundamental character of the car. It marks a return to styling stability in classic form—as opposed to transitory styling tricks and gimmicks. Every detail of the overall design serves a purpose and creates a visual impression of the American's basic integrity and fundamental reason for being.

A clean and completely integrated appearance highlights the front end of the Rambler American. The front fenders rise above the flat, fully counterbalanced hood, resulting in excellent forward visibility for driver and passengers. The hood is rear-hinged and is equipped with a safety catch to prevent accidental opening. The finely meshed oval grille of anodized aluminum, framed with a chrome plated die-casting, is designed to emphasize the functional simplicity of the American. The wide fresh-air intake, located at hood-level above dangerous exhaust fumes, has an attractive aluminum mesh screen.

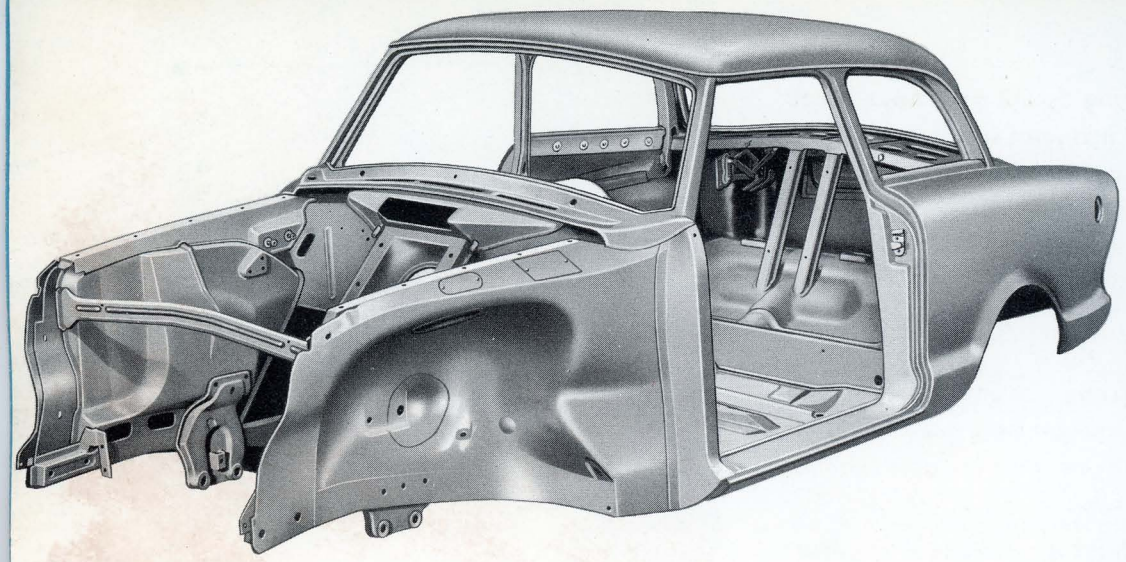
Indicating the full width of the car, the headlights are mounted in a high position for maximum visibility. The circular parking-directional lights are located below the headlights in a well protected position. The large laminated safety glass windshield is contoured to blend tastefully with the roof, hood, and fenders. It is of gently curved one-piece construction to provide excellent visibility without annoying and dangerous distortion of vision.

The simple hood ornament is standard equipment on all models.

The rear end of the Rambler American extends the functional styling theme throughout the entire car. In opposition to the now declining styling excesses involving psuedo-aerodynamic fins and juke-box lighting effects, the American presents a clean and uncluttered appearance that is a forerunner of the trend toward reason and sanity in automotive design.

The large one-piece rear window is of wrap-around design to provide excellent unobstructed vision to the rear. Measuring 700 square inches in area, the window is made of tempered safety glass in all models. The rear fenders have full wheel openings and taper gracefully rearward into the simple die-cast combination tail and directional lights. The surface of the fully-counterbalanced rear deck lid is smooth and unbroken—blending perfectly into the rear end design. The rear deck handle, lock, and medallion are combined into a single unit of functional design. The license plate is located in a protected position and is brightly illuminated by two lights on each rear bumper guard.

In contrast to many bumpers in which function has been completely subordinated to styling considerations, the Rambler American front and rear bumpers have been carefully designed to provide full protection across the entire width of the car. The deep-drawn one-piece bumper protects the grille in front in addition to wrapping around the fenders at the sides. Strong vertical guards are sufficiently high to prevent costly "over-ride" collisions.



The plaque shown below is affixed to every American Motors automobile to serve as a constant reminder of the strength and safety of Double-Safe Single Unit car construction.

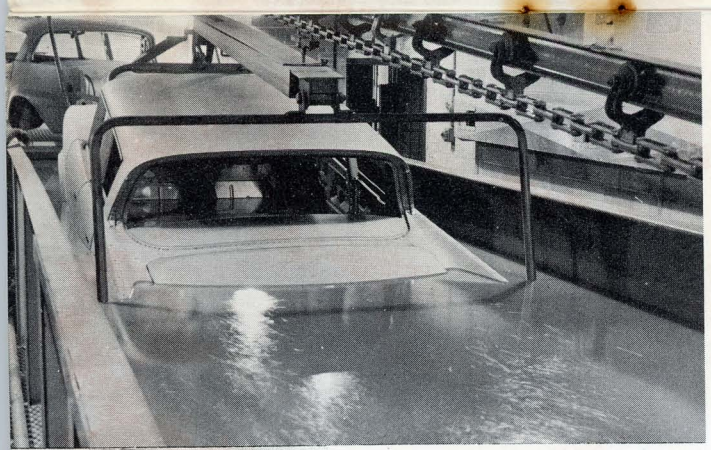
THIS IS A
DOUBLE-SAFE
SINGLE UNIT BODY

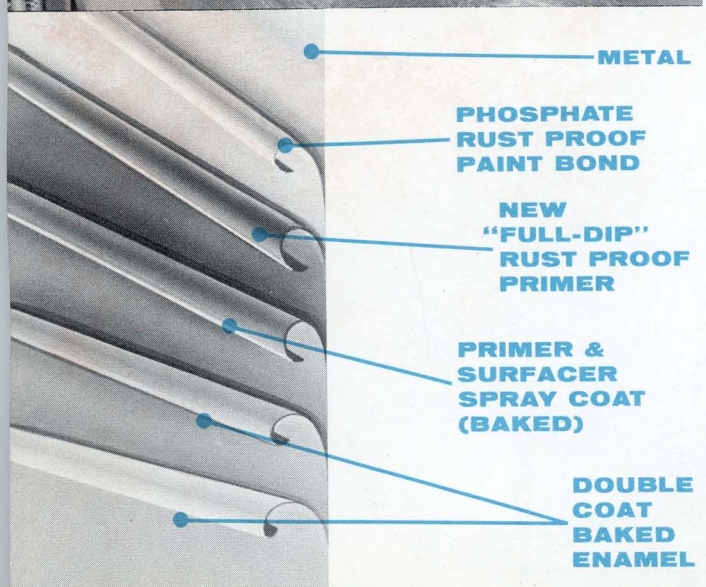
BUILT WITH AN ADVANCED METHOD OF BODY CONSTRUCTION IN WHICH THE BODY AND FRAME ARE COMBINED INTO A SINGLE ALL-WELDED STRUCTURAL UNIT

PIONEERED AND BUILT EXCLUSIVELY BY

AMERICAN MOTORS CORP.
DETROIT MICHIGAN

In ordinary separate body-and-frame construction, the separate frame is located entirely below the passenger compartment. In single unit construction, the passenger compartment is protected on all sides by a one-piece, three-dimensional structural unit. Ordinary cars offer little protection from the front—the direction of greatest potential danger. Unlike cars of ordinary construction, the Rambler American has structural members forward of the firewall to act as a safety barrier. These all-welded structures are easily visible on each side of the engine compartment.

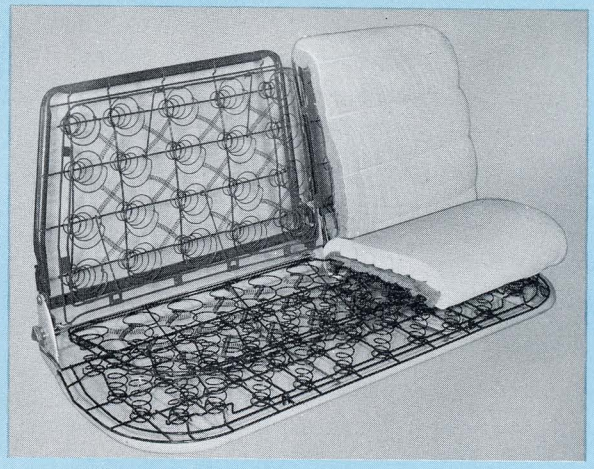




BUILT TO *LAST* LONGER, NOT TO *LOOK* LONGER

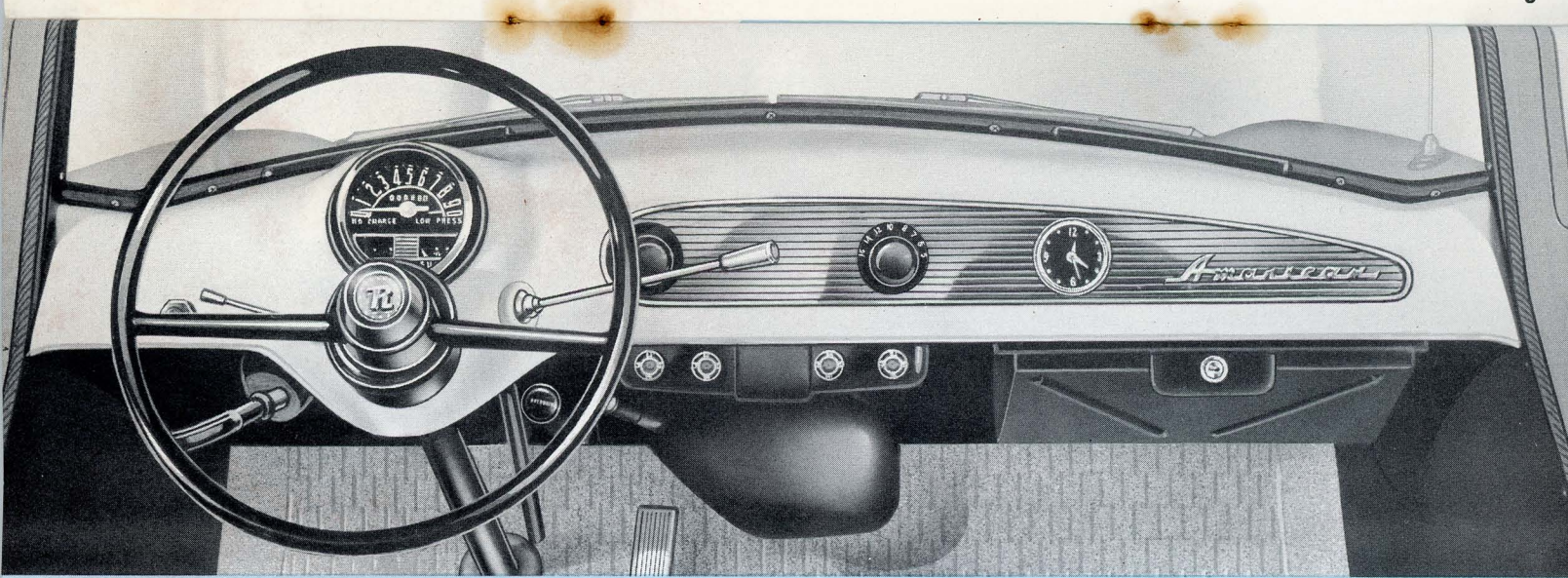
To preserve the beauty of baked enamel and to retard rusting and corrosion underneath, all sheet metal parts are treated with a new "full-dip" protective bath process. The basic body structure is completely immersed in a chromate primer tank so that the protecting chemicals can reach inaccessible or shielded body areas better than the previous spray method. The non-metallic chromate primer compound provides an effective and lasting anchor for the finish in addition to preventing the spread of rust when the finish is scratched or dented, and when exposed to road or weather elements. American Motors is the first U. S. car manufacturer to adopt the advanced full-dip process.

The magnificent Rambler American colors are highest quality baked enamel, and are carefully applied with the most modern finishing techniques in accordance with exacting standards of quality. Unlike lacquer finishes which require sanding and buffing operations to obtain gloss, baked enamels have a permanently clear and glossy finish upon application.

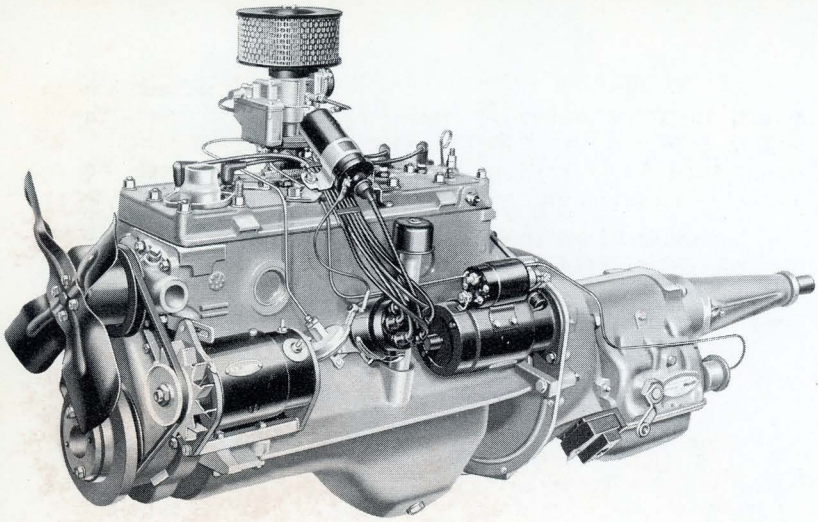


Traditional American Motors standards of quality materials and craftsmanship have not been compromised in the Rambler American. Engineering and inspection standards have not been lowered, nor have interior features to which the public has been long accustomed been eliminated. On the contrary, careful attention has been given to the selection of the finest upholstery fabrics and trim materials. Equal attention has been focused on the design and location of such seemingly minor details as ash receivers, the pull-out glove drawer, arm rests, and a host of other "little things" which contribute so much to owner satisfaction and driving pleasure.

Every Rambler American front and rear seat cushion and seat back provides the extra comfort of full-coil springs across the entire seat width and depth. This hidden value feature is in contrast to the inferior and cheaper zig-zag spring construction found on most other low-priced cars. A tubular front seat frame is utilized which is a stronger yet lighter assembly forming a stable seat base. A particularly noteworthy comfort and convenience feature on all front seats is the off-center divided seat. The entire front seat is adjustable fore and aft to suit even the tallest passengers. The Airliner Reclining Seat is available at extra cost.



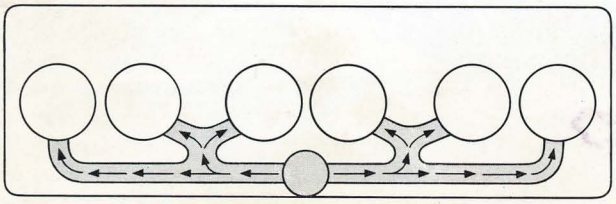
The functional instrument panel of the Rambler American presents a neat, compact design not found in any other automobile. The instrument panel is designed to blend with the body styling and provides maximum convenience for the driver and passengers. The usual steering column is eliminated by placing the panel on the driver's side relatively close and by mounting the steering wheel and gearshift lever flush with the panel face. To the right of the driver, the panel sweeps forward to provide increased knee room for front seat passengers. Instruments are grouped in a single cluster directly in front of the driver where they are readily visible. Occupying a prominent position in the center of the instrument panel is the smart radio grille and controls. Driving controls are conveniently grouped under the instrument panel to the right and left of the steering wheel where they are easily accessible to the driver. The familiar sliding drawer glove compartment is located to the extreme right of the panel.



THE SUPER FLYING SCOT ENGINE

The Rambler American powerplant is engineered to provide spirited, economical performance with a minimum of upkeep. Its six cylinders give smooth, quiet operation and its L-head design is a simple and time-proven method of placing the valve mechanism entirely in the cylinder block—no moving parts are located in the cylinder head.

Not only does the Super Flying Scot engine offer extreme simplicity and proven dependability, but it provides power and torque perfectly matched to the American's size and weight. Like the car itself, it quietly and efficiently goes on with its work without the fuss and bother so commonly associated with other small cars.



Iso-thermal Intake Manifold—One of the secrets of the engine's amazing fuel economy is the manifold cast into the block. This unique feature permits the engine coolant to preheat the fuel mixture to a controlled temperature—giving most efficient use of the fuel.

SPECIFICATIONS

Type	6 cylinder, L-head
Bore and Stroke	3⅛" x 4¼"
Displacement	195.6
Compression Ratio	8.0:1
Horsepower	90 @ 3800 RPM
Torque	150 @ 1600 RPM
Carburetor	Single Barrel

ENGINE BLOCK—The rugged cast iron alloy block has been meticulously designed to combine extreme rigidity with compactness and minimum weight. The strong main bearing webs support removable high quality steel-backed babbitt bearing shells in which the crankshaft smoothly revolves.

CRANKSHAFT—The engine features a forged four-bearing crankshaft which is accurately and scientifically counterbalanced statically and dynamically for smooth operation. The generous bearing area arrangement and seven counterweights prevent power impulses from causing "whip" of the crankshaft as the power impulse of each piston is carried by a bearing.

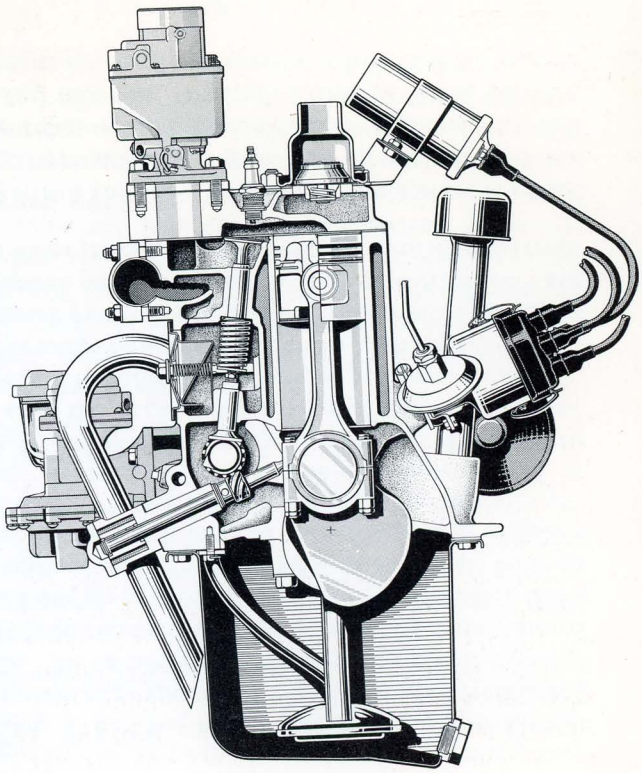
PISTONS—The cam-ground pistons are made of aluminum alloy with steel inserts for extreme lightness and close fit. The pistons are fitted with two specially finished cast iron compression rings and a 3-piece spring steel lower oil control ring.

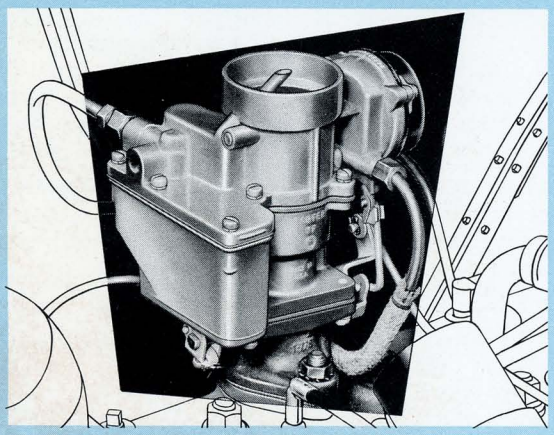
CAMSHAFT—The precision-ground special cast iron alloy camshaft is of the high-lift type for maximum performance.

CONNECTING RODS—The exceptionally rigid "I-section" connecting rods are drop-forged from high strength alloy steel.

VALVES—The intake and exhaust valves are manufactured from special heat resistant alloy steel for long life. Valve seat inserts are not required because of the extreme hardness of the cast iron alloy cylinder head which has generous water passages.

SEALED-IN EXHAUST MANIFOLD—A noteworthy companion to the sealed-in intake manifolds is the sealed-in exhaust manifold. There are no bulky overhanging parts to hinder engine maintenance. All parts are readily accessible from the roomy engine compartments.



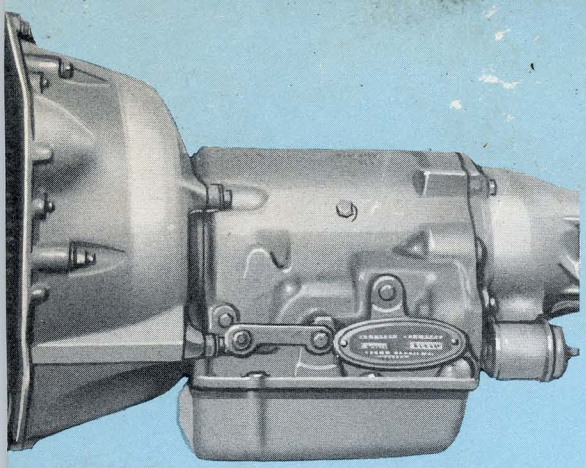


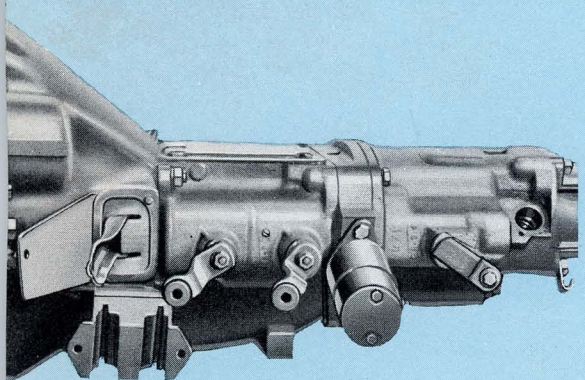
FUEL SYSTEM—The American's amazing economy is due largely to the advance principles of carburetion. A unique arrangement of internal fuel and air passages combine the flow from the two major metering jets. The accelerator pump discharges extra gasoline during acceleration into passages between the main and high speed jet to smooth out fuel delivery in accord with engine demands. A high capacity mechanically driven fuel pump assures positive delivery of fuel from the large twenty gallon fuel tank.

ELECTRICAL SYSTEM—The components of the 12-volt electrical system are expressly designed to provide dependable service. The battery and generator have ample capacity to meet all requirements, and the powerful starting motor is of rugged design to give many years of trouble-free starting. The easily accessible distributor is equipped with an automatic vacuum spark control to automatically regulate the spark "timing" to meet the demands of the engine.

COOLING SYSTEM—The cooling system is designed to efficiently cool the engine under all conditions. The pressurized system includes a down-flow radiator, large fan, thermostatic temperature control, and a high capacity front-mounted water pump to provide reliable, trouble-free service for extended periods of time. The engine cylinders have full length water jackets for effective control of internal heat.

LUBRICATION SYSTEM—The lubrication system is of the full pressure type utilizing a gear-type oil pump to provide positive lubrication to the main bearings, connecting rod bearings, and camshaft bearings. Cylinder walls, pistons, piston pins, and timing are sprayed with oil at all engine speeds.





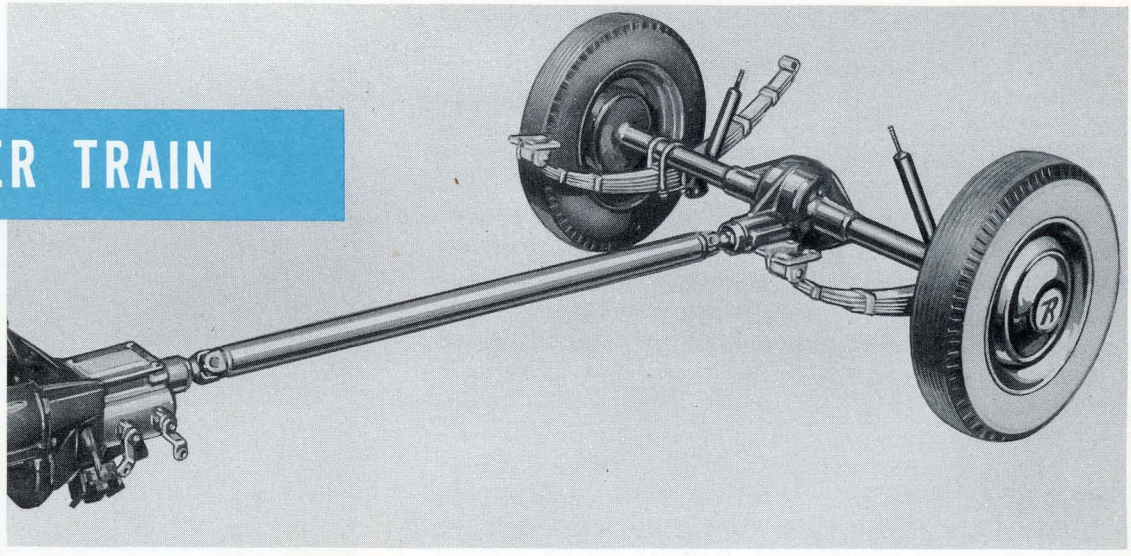
TRANSMISSIONS

FLASH-O-MATIC—The only small car available with an automatic transmission, the Rambler American is supreme among all small cars in driving convenience. The Borg-Warner Flash-O-Matic is a torque converter with gears providing three internal forward gear ratios in which automatic shifts are performed smoothly and efficiently. The three gear ratios result in an extremely versatile transmission giving excellent performance under all driving conditions. Selection of the drive ranges is accomplished by moving the selector lever on the range quadrant located on the instrument panel.

SYNCROMESH TRANSMISSION . . . The conventional three-speed selective gear Syncromesh transmission is offered as standard equipment. Known for its durability and quietness, the Syncromesh transmission is easy to operate under all conditions of terrain and climate. Synchronized gearing prevents clashing and provides easy, quiet shifting.

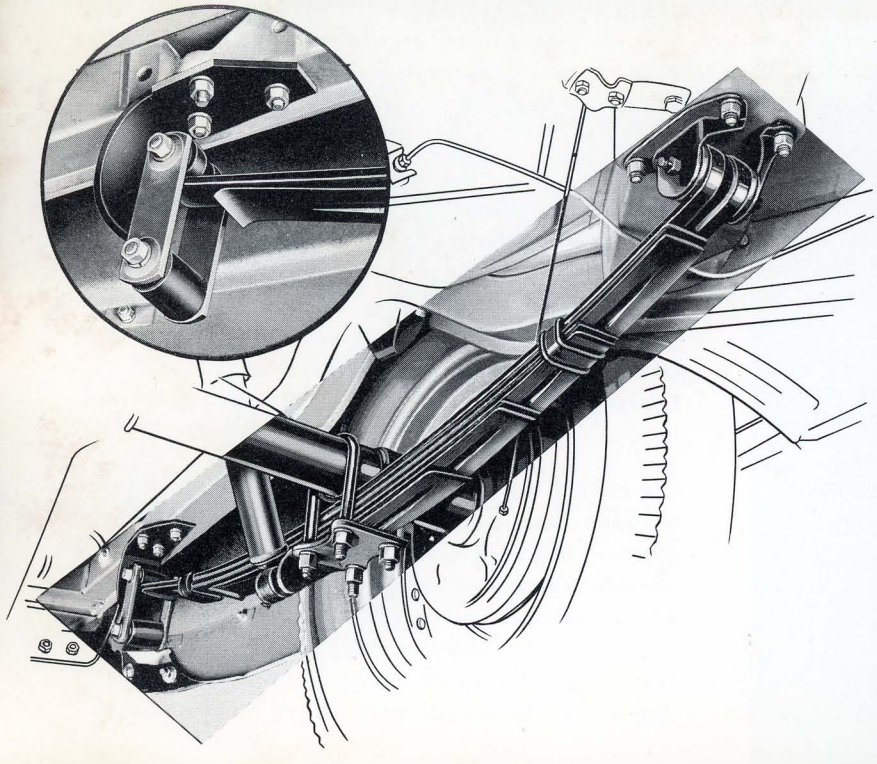
AUTOMATIC OVERDRIVE . . . The optional Overdrive is an attachment at the rear of the conventional Syncromesh transmission providing an automatic "fourth" forward gear ratio, giving the driver an optional "cruising" speed.

POWER TRAIN



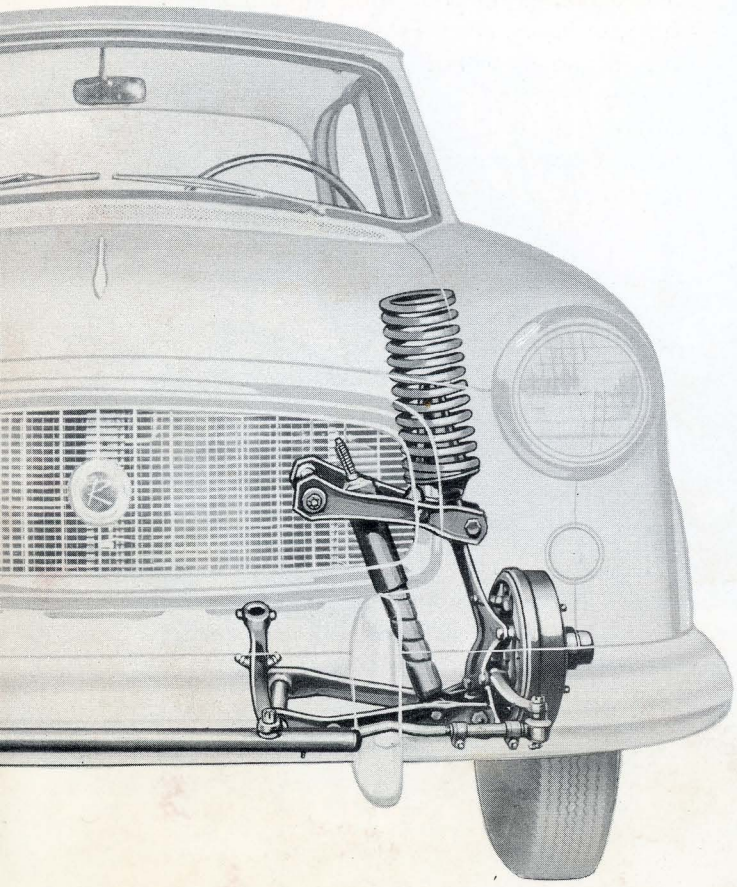
The power train is that vital link between the engine and the rear wheels. The Rambler American utilizes the Hotchkiss type drive which cushions the drive through the rear leaf springs by permitting rear wheel forces to rotate the rear axle slightly. An open propeller shaft is used and is provided with universal joints to accommodate the necessary freedom of axle movement. The propeller shaft is also equipped with a sliding joint to allow rear axle rotation and vertical movement. The rear axle employs the hypoid method of gearing the drive pinion to the ring gear. The basic principle is concerned with the location of the center of the drive pinion below the center of the drive gear, which permits lowering the level of the drive shaft and shaft tunnel. The tooth contact area is greatly increased thereby assuring a positive contact with reduced gear tooth pressure. This increase in gear tooth contact area provides a smoother quieter action of the rear axle and resultant long-life qualities.

REAR SUSPENSION



The Rambler American provides excellent riding comfort and stability that sets a new standard for cars of comparable size. These unusual riding qualities have been achieved through ingenious engineering design in which front and rear springs have been perfectly correlated. The semi-elliptic rear springs are correctly flexed to be coordinated with the front coil springs to give a smooth, gentle action and eliminate body sway. Springs are shock mounted by rubber insulated connections at the front and rubber bushed tension shackles at the rear. Non-metallic inserts are used between the spring leaves to control friction and eliminate need for lubrication.

The "sea leg" (inverted "V") shock absorber mounting provides greater lateral stability. The hydraulic shock absorbers are two-way direct acting, airplane type of advanced non-orifice valve type design. These shock absorbers are designed to control or dampen spring action accurately over all ranges of road irregularities.



FRONT SUSPENSION

The Rambler "Deep Coil Ride" front suspension brings new handling ease and riding comfort to the small car field. This unique front suspension arrangement is integrated into the single unit structure to provide an entirely new conception of stability and absorption of road shock. The secret of the Rambler front suspension lies in the location of the coil springs above the wheels. As in the landing gear of an airplane, upward forces are absorbed directly upward into the body structure. Also, the wide spaced coil springs are located above the center of gravity—to create a stable centrifugal force condition.

Advantages

Direct acting springs—better handling.

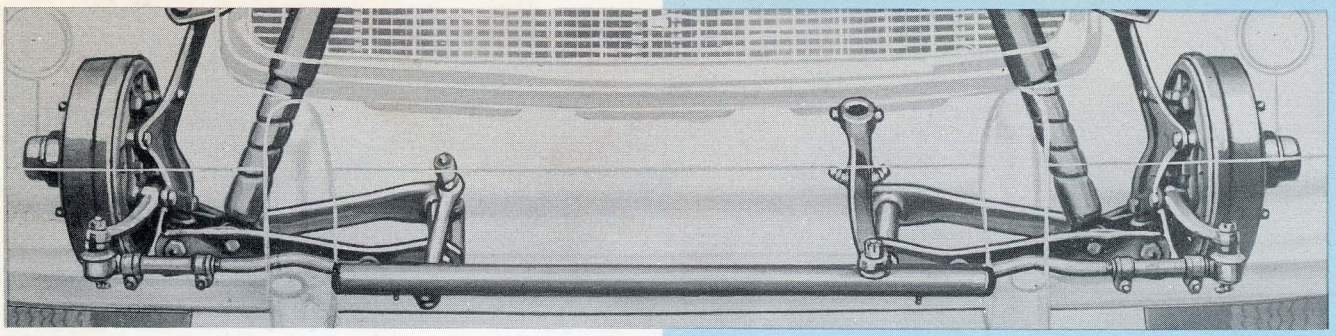
Longer, softer springs—better riding comfort.

Center of gravity below springs—better stability.

Body structure absorbs forces—better riding comfort.

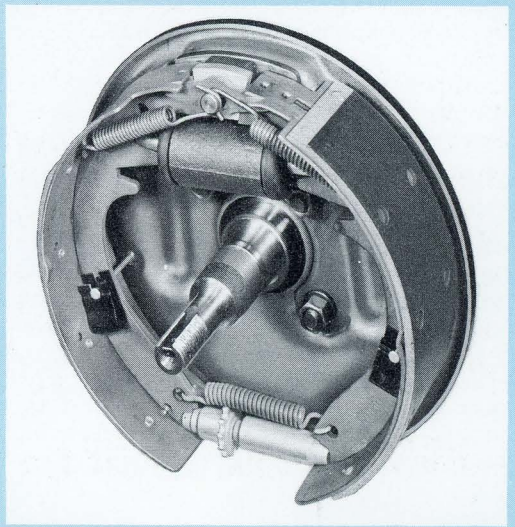
Wide tread provides a stable base—better handling.

"Sea leg" mounted shock absorbers—for smooth, stable ride.



STEERING—The low-friction Rambler American steering linkage is mounted ahead of the centers of the front wheels, giving effortless precision steering not found in larger and heavier cars. The 36 foot turning diameter is the shortest of any U. S.-built car—providing amazing parking and handling ease. The well-positioned steering wheel is of standard American diameter.

BRAKES—The hydraulic servo-action brakes are 9 inches in diameter and have a total effective brake area of 139.4 sq. in., providing ample braking capacity for a car of the Rambler American's weight. The parking brakes operate on the rear wheel brakes and function independently from the hydraulic brake system. A convenient pull-type hand brake lever is located on the left.



RADIO—The new transistor-powered manual tuning radio incorporates four tubes plus one transistor. The centrally located radio is self-contained, eliminating complicated remote controls. Speaker openings are integrated in the dash panel trim plate. Large knobs facilitate easy control for driver or passenger. A manual antenna, located on the right front fender, may be telescoped to a 21″ height.

AIRLINER RECLINING SEAT—The famous reclining seat is available as optional equipment on all Rambler American models at a very nominal extra cost. Control handles placed on both sides of the front seat permit individual adjustment of each seat-back cushion to intermediate positions. These handles are so designed as to allow the cushions to move to the next position only—thus, it is impossible to inadvertently "flop" the seat-back to the full down position.

WEATHER EYE HEATING AND VENTILATING SYSTEM—The American Motors Weather Eye has an enviable reputation as one of the outstanding systems that offers combined filtered fresh air heating as well as ventilating and defrosting. The wide air intake is cowl-mounted and delivers fresh air to the system through internal ducts. The method of trapping water offers full advantages of the heating or ventilating system to be realized even when driving in the rain.

The defroster ducts are designed as an integral part of the Weather Eye fan housing, and air is directed from the extremities of the fan blades to the defroster ducts on the windshield. The Weather Eye temperature control consists of a single knob which may be pulled out or pushed in to increase or decrease heat and rotated to operate defroster and heater fan. A rheostat incorporated within the control permits regulation of fan speed as desired.

EQUIPMENT

EQUIPMENT CHART	Deluxe	Super
Arm Rests, Front	D	Std.
Rear	NA	Std.
Ash Trays, Rear	NA	Std.
Cigarette Lighter	D	Std.
Rubber Floor Mats	Black	Color
Trunk Mat	D	Std.
Dome Light	Manual	Auto.
Glove Box Light	NA	Std.
Rear Quarter Window	Fixed	Movable
Front Seat Airfoam Cushion	Ext.	Std.
Right Hand Sun Visor	D	Std.
Windshield and Belt Line Trim	NA	Std.
Rear Deck Script	NA	Super
Interior Trim Selections	2	8
Interior Door Panel Trim	1-Tone	2-Tone

FACTORY OPTIONAL EQUIPMENT (Extra Cost)

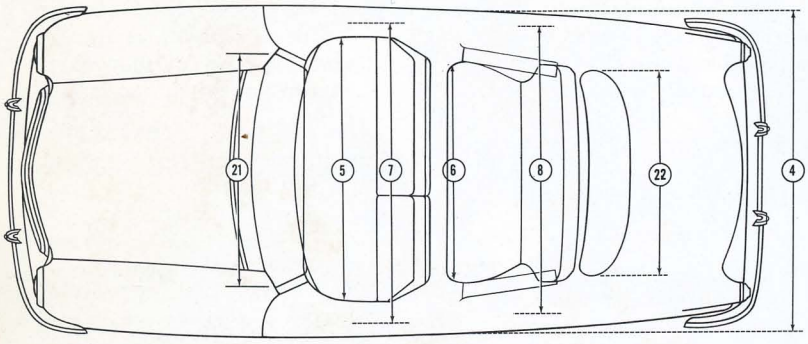
Two-Tone Exterior Colors
Flash-O-Matic Transmission
Overdrive Transmission
Weather Eye (Heat, Vent, Defrost)
Manual Radio and Antenna
Oil Bath Carb. Air Cleaner
Partial-Flow Oil Filter
Airliner Reclining Seat
Rear Seat Airfoam Cushions (except 5802)
Front Seat Airfoam Cushions (Std. on Super)
Whitewall Rayon Tires (5.90 x 15-4 ply)
Black or Whitewall, Rayon or Nylon Tires (6.40)
Heavy Duty Rear Springs and Shock Absorbers
Heavy Duty Clutch
Undercoating
Outside Rear View Mirror, Left
Wheel Discs
Custom Steering Wheel
Solex Glass
Electric-Wound Clock
Windshield Washer

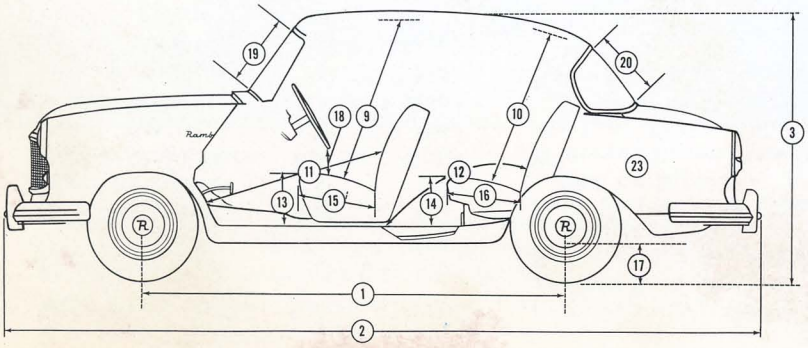
STANDARD EQUIPMENT (All Models)

Standard Transmission
Solid Color
Directional Signals
Vacuum Booster Fuel Pump
Cellulose Fiber Carb. Air Cleaner
Hood Ornament
One Horn
Hub Caps
Spare Tire, Jack and Wrench
5.90 x 15-4 ply Blackwall, Rayon Tires

DEALERS ACCESSORIES AND PARTS

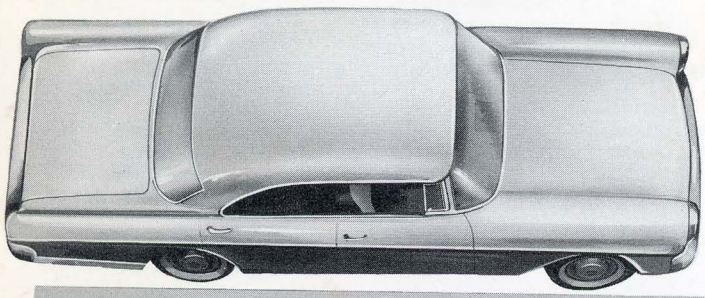
Windshield Washer
Back-O-Matic Lights
Non-Glare Rear View Mirror, Inside
Rear View Mirror, Outside, Left or Right
Exhaust Extension
Curb Indicator
Wheel Trim Discs
Manual Radio and Antenna
Electric-Wound Clock
Locking Gas Cap
Rubber Utility Floor Mats
Partial-Flow Oil Filter
Seat Belts, Front and Rear
Seat Covers, Clear Plastic, Front and Rear
Seat Cushion Toppers, Front and Rear
Touch-Up Spray Paint
Battery, Auto-Lite Dry-Charge
2nd Horn (one horn is Std.)
Right Hand Sun Visor (for Deluxe)
Front Door Arm Rests (for Deluxe)
Cigarette Lighter (for Deluxe)
Trunk Mat (for Deluxe)





BODY DIMENSIONS

1.	Wheelbase	100.00″
	Front Tread, Rear Tread	54.62″, 55″
2.	Length, Overall	178.32″
3.	Height, Overall (5.90 tires)	57.32″
	Height, Overall (6.40 tires)	57.72″
4.	Width, Overall	73.00″
5.	Hip room, Front	58.00″
6.	Hip room, Rear	45.25″
7.	Shoulder room, Front	51.50″
8.	Shoulder room, Rear	49.75″
9.	Head room, Front	35.25″
10.	Head room, Rear	34.00″
11.	Leg room, Front	44.00″
12.	Leg room, Rear	37.50″
13.	Seat height, Front	11.00″
14.	Seat height, Rear	13.50″
15.	Seat depth, Front	18.00″
16.	Seat depth, Rear	18.00″
17.	Axle clearance (5.90 tires)	7.69″
	Axle clearance (6.40 tires)	8.09″
18.	Steering wheel to cushion	6.50″
19.	Slant height of windshield	15.00″
20.	Slant height of rear window	14.25″
21.	Windshield width and area	50.00″, 740 Sq. In.
22.	Rear Window width and area	46.50″, 700 Sq. In.
	Total glass area	2615 Sq. In.
23.	Trunk Capacity	12.5 Cu. Ft.



RELATIVE SIZE . . .

The dimensions shown above list the important exterior and interior dimensions of the Rambler American. These measurements clearly indicate that ample room, by American standards of spacious comfort, is provided for five full-sized adults.

Shown at the left is an actual photograph which graphically illustrates relative size, one of the most important sales features of the Rambler American. At the bottom of the picture is a rectangle denoting the exact size of an average parking space. Above the parking space is a popular medium-priced car representing the median 1958 U. S. car with a length of 215.5 inches and a wheelbase of 124 inches. A Rambler American with an overall length of 178.25″ and a 100″ wheelbase is at the top.

Here is dramatic proof that the Rambler American retains American-type roominess and passenger comfort, but eliminates the disadvantages of excessive exterior overall dimensions—disadvantages both from the standpoint of clumsy handling and extra deadweight. The shorter length makes the car much easier to park, maneuver and handle; the reduction in weight, achieved by single unit construction and the shorter wheelbase, lessens the load on the engine, demands less horsepower and consequently gives this car unusually high economy.

SPECIFICATIONS

ENGINE, GENERAL

Type	Six, In-Line, L-Head
Bore	3⅛" x 4¼"
Displacement	195.6 Cu. In.
Horsepower, Brake	90 BHP @ 3800 RPM
Torque	150 Lb. Ft. @ 1600 RPM
Compression Ratio	8.0:1
Engine Mounting	4-Point, Rubber Cushion
Cyl. Block and Head	Special Cast Iron Alloy

VALVES

Intake Dia. and Lift	1.469", .324"
Exhaust Dia. and Lift	1.281", .322"
Valve Tappets	Solid, Adjustable, Alloy Steel
Intake Valve Clearance	.016" Cold
Exhaust Valve Clearance	.018" Cold

CAMSHAFT

Material and Drive	Cast Iron Alloy, Chain
Bearings	Four, Steel-Backed Micro-Babbitt
Intake Valve Timing	Opens 10° BTC, Closes 58° ABC
Exhaust Valve Timing	Opens 49° BBC, Closes 19° ATC

PISTONS

Type and Finish	Conformatic, Flat Top, Tin Plate
Material and Weight	Alum. Alloy D-132, 14 Oz.
Construction	Solid Skirt, Steel-Ring Insert
Rings	Two Compression, One Oil
Lower Oil Ring Type	3-Pc. Steel, Slotted Rail
Piston Pin Type	Locked-In-Rod (Press Fit)
Piston Pin Dia.	.8595"—.8598" Dia.

CONNECTING RODS

Material	Drop Forged Steel
Length and Weight	6⅝", 23 Oz.
Bearing Material	Steel-Backed Micro-Babbitt
Bearing Dia. and Length	2.0951", .959"

CRANKSHAFT

Material and Weight	Drop Forged Steel, 65.5 Lbs.
Vibration Dampener	Rubber and Friction
Counterbalanced	Yes, 80%
Bearings, Main	Four, Steel-Backed Micro-Babbitt
Bearings, Dia. and Lg.	2 31/64" x 1⅛"; #4, 2 31/64" x 1 17/32"

LUBRICATION

Main, Conn. Rod, Camshaft Bearings	Pressure
Cylinder Walls	Squirt Holes in Conn. Rod
Piston Pins	Splash
Tappets and Timing Chain	Splash
Oil Pump, Gear, Fixed Intake	50 PSI @ 3000 RPM
Oil Filter, Opt.	Walker, Partial Flow, Throw-Away
Dip Stick and Fill Location	Left Side, Central

FUEL SYSTEM

Carburetor	Carter YF, Single Throat, Downdraft
Intake Manifold	Iso-Thermal
Fuel Pump	Mechanical, 4 to 5½ PSI
Fuel Filter	"Magnatrap", Standard
Vacuum Booster	Std., Incorp. in Fuel Pump
Choke	Automatic
Air Cleaner, Std.	Dry (Cellulose-Fiber)
Air Cleaner, Opt.	Oil Bath (Heavy-Duty)
Recommended Fuel	Regular Grade

EXHAUST SYSTEM

Muffler Type	Reverse Flow, Single
Header Type	Bolt-On Pipe, Right Side
Exhaust Pipe	1¾" Dia. x .065" Wall
Tail Pipe	1½" Dia. x .049" Wall

COOLING SYSTEM

Radiator Type	Tube and Fin
Radiator Cap Pressure	13 PSI
Circulation Thermostat	180° F.
Water Pump	Centrifugal, Belt Drive
Water Pump Location	Front of Block
Water Jackets	Full Length
Fan Size	14" Dia., Four Blades
Fan Shaft Support	Double-Row Ball Bearing

ELECTRICAL SYSTEM

Battery Model	Auto-Lite, 11MS-45 Amp. Hr.
Battery Type	7 Plates/Cell, 12-Volts
Battery Model, Heavy-Duty	Willard, SMR-2SM-65 Amp. Hr.
Battery Type, Heavy-Duty	9 Plates/Cell, 12-Volts
Battery Location	Front Left Side, Under Hood
Terminal Grounded	Negative

SPECIFICATIONS

Generator	Left Side, Delco-Remy, Shunt
Regulator	Left Side, Delco-Remy, Volt and Amp. Control
Starting Motor	Left Side, Delco-Remy
Starting Control	Ignition Key
Distributor	Left Side, Delco-Remy
Distributor Advance	Centrifugal and Vacuum
Coil	Top of Head, Delco-Remy
Ignition Timing	3° BTDC
Firing Order	1-5-3-6-2-4
Spark Plugs	AL-7 (Auto-Lite) or H-10 (Champion) or AC-45L (AC)
Spark Plug Gap	.033" to .037"
Protection of Circuits	Circuit Breakers and Fuses
Headlight Type	Sealed Beam, #5400
Horn	One, 2nd. Horn Dealer Inst.

POWER TRAIN

Clutch	Dry, Single Disc, Borg-Beck	
Clutch Plate Dia., In. and Out.	5⅜" x 8" (27.58 Sq. In.)	
Clutch Plate Dia., In. and Out., Heavy Duty	5⅛" x 8½" (36.12 Sq. In.)	
Clutch Release Bearing	Ball, Pre-Lubricated	
Hand Shift Trans. Ratios	1st. 2.605:1	2nd. 1.630:1
	3rd. 1.000:1	Rev. 3.536:1
Automatic Trans. Ratios	1st. 2.400:1	2nd. 1.467:1
	3rd. 1.000:1	Rev. 2.000:1
Overdrive Reduction Ratio	0.70:1	
Rear Axle and Gear Type	Semi-Floating, Hypoid	
Drive Type	Hotchkiss, Open Shaft, Two Universals	

Rear Axle Ratios:

Syncromesh, Std.	3.78:1 (9-34)
Syncromesh, Opt.	3.31:1 (13-43)
Overdrive, Std.	4.11:1 (9-37)
Overdrive, Opt.	3.78:1 (9-34)
Flash-O-Matic, Std.	3.31:1 (13-43)

RUNNING GEAR

Front Suspension	Independent Coil
Rear Suspension	Longitudinal Leaf
Shock Absorbers	2-Way Hyd. Direct-acting
Steering Gear Box	Gemmer, 20.4:1 Ratio
Overall Steering Ratio	22.0:1
Steering Wheel Dia. and Turns	17", 3.92 Turns
Turning Dia.	36 ft. Avg. (35 ft. 7 in. Min.)
Brakes, Hydraulic	9" Dia., Wagner
Brake Linings	Riveted to Shoes
Brake Lining Area	139.4 Sq. In.
Parking Brakes	Pull Handle, Rear Wheels
Wheel Size	15" Dia. x 4" Rims x 5 Nuts
Tires	Goodyear or Goodrich, Tubeless
Tire Size	5.90 x 15-4 Ply (6.40 Opt.)
Tire Pressure, Normal	24 PSI (Cold)

SHIPPING WEIGHTS	MODEL	POUNDS
Deluxe Business Coupe (Fleet)	5802	2439
Deluxe Club Sedan	5806	2463
Super Club Sedan	5806-1	2475

ADD WEIGHTS IF SO EQUIPPED

Flash-O-Matic	92
Overdrive	47
Weather Eye Heater	11
Manual Radio and Antenna	6
Undercoating	12
6.40 Tires	10

LICENSE DATA

Wheelbase	100"
No. Cyl. and Displacement	Six, 195.6 Cu. In.
Bore and Stroke	3⅛" x 4¼"
Brake Horsepower	90
Taxable Horsepower	23.44
Starting Engine Number	E-1001
Starting Serial Number	M-1001
Engine No. Location	Block, upper left front corner
Serial No. Location	Under hood, right dash panel

CAPACITIES

Fuel Tank	20 Gals. (16.7 B.I.)
Cooling System	10 Qts. (8.3 B.I.)
Cooling System, with Heater	11 Qts. (9.2 B.I.)
Engine Oil	4 Qts. (3.3 B.I.)
Engine Oil, with Filter	5 Qts. (4.2 B.I.)
Std. Trans.	1.5 Pts. (1.25 B.I.)
Overdrive Trans.	2.75 Pts. (2.3 B.I.)
Automatic Trans.	20 Pts. (16.7 B.I.)
Rear Axle	3 Pts. (2.5 B.I.)

INDEX

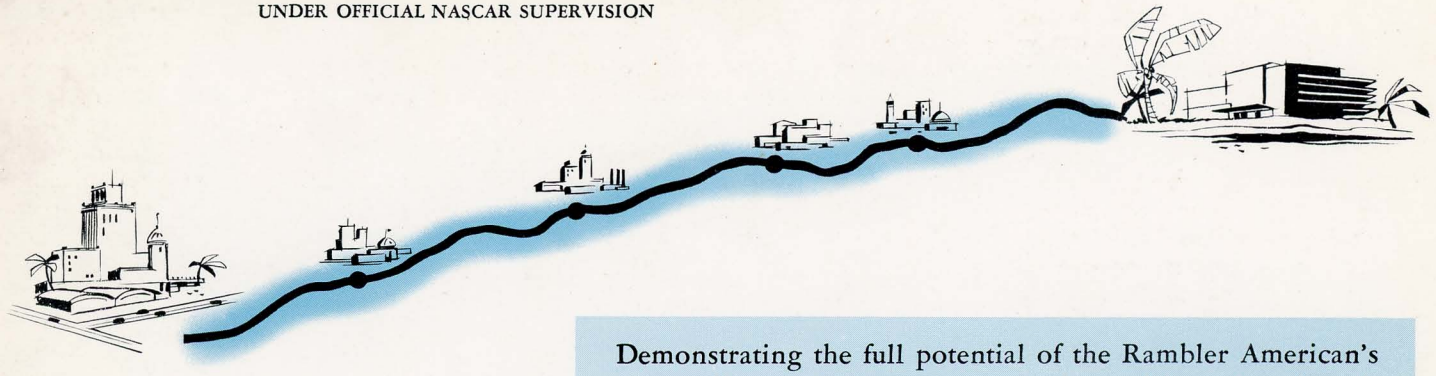
AM-58-6711

LITHO. IN U.S.A.

Coast-to-Coast . . . Los Angeles to Miami . . .

2837 MILES AT 35.39 M.P.G.

UNDER OFFICIAL NASCAR SUPERVISION



Demonstrating the full potential of the Rambler American's outstanding fuel economy, a stock model equipped with overdrive traveled 2837 miles from Los Angeles to Miami under NASCAR supervision. Achieving 35.39 miles per gallon at an average speed of 40.03 MPH, the Rambler American established a new official NASCAR record to again conclusively prove that Rambler is America's number one economy car.

RAMBLER'S GREAT FOR '58